

**EXHIBIT WW**

## SKI-DOO 2006



# SHARPENING THE MACHETE

## More Ammo To Stretch the Lead

Staff Report. Photos by Mark Lester & BRP

**F**ew could deny Ski-Doo is a force to be reckoned with. The past three years have seen the company's meteoric rise to the number one sales and marketshare slot, capturing what is rumored to be over 40% of the market.

Clearly, the sporr of snowmobiling was in need of a revolution, pun intended. At the turn of the millennium the fleet had become way too predictable, too similar and in danger of losing downhomet sizzle.

*In the snowmobile industry when brand fatalities are so prevalent, the risk associated with moving in a new direction was huge. Here's what really underscores how slick the REV's arrival was: it has become the driving force influencing brand switching in 2005. The REV has been good enough to pry many butts off beloved marques and drag wallets out of pockets in the pursuit of trying something different.*

### More Mach, More Z, More X

Our favorite 2006 Ski-Doo is the new MX-ZX 1000 Renegade. We've begged for this one ever since the yellow crowd laid eyes on the Mach Z 1000. Why? While the Mach Z has been an outta the park success, there's a significant demographic that went quiet when we reported the RT chassis used two inches less travel.

It seems ditchdiggers and those raised on MX-Zs wanted a bigger MX-Z without any reduction in suspension stroke. Enter the formidable MX-ZX 1000 SFI. This is a full-bore RT 1000 chassis (with drum toll) two inches more

travel front and rear. The MX-ZX iteration of the RT chassis employs the same ergo package (steering post is 2.5 inches rearward compared to a conventional REV) as last year's Mach Z. Piggyback reservoir Kayaks sheeks stroke the same distance as the REV X 800. The SC-I skid uses a C-36 KYB piggyback clicker on the rear arm and has the same travel as a regular MX-Z - that's two inches more

than a 2005 Mach Z. The kink here is that the MX-ZX (1000) is available only as a Renegade 134.

The Renegade 134 package is a zero compromise deal. The dog is amazin in the whoops, hooks up like a cat on a screen door on trails and pulls big digits (a buck twenty) down Kevlar Lake. The ride in the bumps is definitely de-

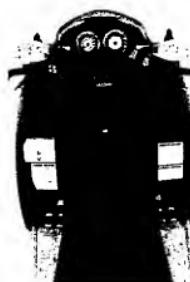


All 800 REVs use the Power Tek EPA Certified system for '06. The 800 is reborn with better idle, smooth throttle response and vastly improved fuel economy. X packages are only available as Spring Break early ordered units.



TOP: Here's the final piece of the puzzle. The '06 REV on the right sits 1.5 inches lower than the '05 on the left. This subtle refinement delivers another huge leap in handling - eradicating what little dip and duck was left in the chassis in '05. Actual ski travel reduction is only .5 inches.

RIGHT: All 2006 REVs get the SC-4 sled, including the Freestyle (pictured here is the 2005 SC-4 racing sled used on the limited build 48. Rail doublers are for racers only). SC-4 is a key piece of the rider forward equation, designed from the snow up to accommodate the rider's weight over the front arm. The only difference from model to model will be shocks.



The MX-ZX 1000 uses the RT chassis with the seat-depole placed 2.5 inches further back. The seating position is the best compromise between sit down and stand up ergonomics. All the "X" stuff is here including hookers, hand guards, lower windscreen, bar riser and a racer seat. The only Mach Z piece missing is the electric fuel gauge.

svs better than the 2005 (21-inch tracked Mach Z. With a 1.25-deep x 146 track digger our back (believe it or not, you can Spring Break an MX-ZX 1000 with a 1.75!) the 1000 SDI powered RT chassis is even more imposing in its ability to achieve the C-rate. In fact, we would challenge just about anything built to out-pull this sled to 100 MPH!

All this being said, we know you're going to ask: "So why can't I get it as a 121-inch MX-ZX 1000?" Ski-Doo is convinced the Mach Z demographic is a repeat prioritized buyer. They may be right. However, they're admiring even the RADAR gun crowd wants suspension size with the 2006 Mach-ZX package. This version uses the same shorter travel geometry as the base Mach-Z (for 2006 called the Adrenaline Mach

Z) bar dampers that movement with KYB piggy-backs up front and a C-16 KYB clicker out back. We're not entirely in tune with this rationale as the extra travel afforded by the MX-ZX 1000 Renegade package is just too convincing. Our 2005 Mach-Z delivered an excellent ride in all but the deepest whoops. We really didn't feel the shocks were the issue when the sled started to bottom. We needed more travel!

In any case, the Mach ZX is a 121 inch and can be ordered with a 1.25 lug. To say we like RT ergonomics is an understatement.

We pick this sled and we think Yamaha did too with their new Apes and Ataku as the best rider forward ergo package on the market. The sled is just plain comfortable with a nice balance between sitting to standing transitions without knee cramping.

Another cool feature of the MX-ZX 1000 is its painted bodywork. While we've come to appreciate the durability of the REV's matte finish side panels, we think the RT's gloss panels are more appealing. The RT Renegade in yellow and black uses gloss yellow



The new fixed windshield is a welcome improvement to the REV. Only X-Packages have the shorty windshield and all others will use this nice looking, functional piece. The windshield no longer pivots but provides a much cleaner view behind the bars. Warmer too.



Ski-Doo's GSX series exemplifies what the market wants in a one-up cruiser. Engine choices range from a 380 fan to a PowerTek 800. Electric start, REER, mirrors, power ports, luggage capability and even an add-on 2-up seat option are featured. Sales of the GS-X have been strong across the snow belt.

on the side panels and it's very slick.

The MX-ZX 1000 does not come with an electric fuel or temp gauges but does have an aside light for overheat and a lighted mechanical fuel gauge similar to the REV's. Electric start is available and we would definitely recommend you order your 1000cc X with it. REER, of course, is standard.

#### More Stability For the REV

Each year the REV has been refined and honed to a higher level of ride compliance and handling prowess. In 2004 the SC-10 III skid received a new front swingarm, revised and resprung front shocks and a revised sway bar. In 2005, REV-X packages were fitted with Ski-Doo's first rider forward purpose built skid, the SC-2. This change improved stability, decreased what little dip and duck was left and profoundly reduced inside ski lift in throttle-on turning maneuvers.

Okay, in the beginning, we didn't believe a skid carrying its rider forward and higher could ever handle like a rider-over-turned sled. Wrong. For 2006 Ski-Doo has lowered all REV's 1.5 inches up front. That was accomplished by chopping shock length slightly and decreasing actual ski travel by a half inch. The overall effect is dramatic and did not go unnoticed by our testers the first time they sampled the new geometry. Will you miss the half inch of travel? Nope, not a bit. We can verify the sled now backs into turns with alacrity. There's zero tendency to highside. Throttle-on powershades exiting turns are now countered by leaning your head and shoulders, not by sliding your butt off the seat and prying at the bars. It's almost telepathic.

This handling improvement was not accom-

plished simply by the lowering job up front. The SC-3 skid, now used on every REV, is now at its best. The improvement here in handling gives anyone missing from a rider-over-turned sled to a REV total confidence in the turns - something not available with previous REVs. There's no highside, no



A huge seller in Northern Canada and Alaska, it's been 20 years since Ski-Doo updated the Tundra. It now uses the same platform as the FreeStyle with a 30 HP, 300cc single providing power. Single A-arms up front and SC-4 in the rear.

upness, throttle on or off, dragging the link all the way to the apex. It's a substantial improvement and could deliver the last few REV buyers to Ski-Doo showrooms with wallets in hand.

#### Too Much Value?

Building on the incredibly successful 2003 introduction of the MX-Z 380 and 530 is the new MX-ZX 530. Spurred from the overwhelming response to a kit released this past fall that turned an MX-Z 530 into an ISR legal Sno-X mount, the new X Package 530 uses HPG shocks all the way around (no, not piggybackers or a clicker C-36s), a slick X-Package windshield, handlebar riser and an X-style seat. Thus year Ski-Doo threw in a ratch (good move) making the 530X a serious trail weapon with more zazzle than a three inch thick New York.

Another across the board move for 2006 is the elimination of the REV's moveable windshield. This awkward, floppy window made the REV's instrument area feel confined and provided only decent wind protection. The new fixed windshield provides excellent wind protection, covering hands and pulling air away from the rider's knees (a common REV complaint) all while looking 150 percent better. This new plexiglass comes on all REVs except X packages.



**The Summit fleet is back**  
with detail refinements aimed at  
reducing weight. Track clips are reduced,  
trim and tunnel garnishes are gone and even the  
windshield reduces weight. The SDI 1000 Highmark X has  
built a legendary reputation in one season.

### Goodbye Precision Ski

Ski-Doo recently settled a patent infringement lawsuit over ownership of the tunnel-dual carbide ski concept. Guess what? The Precision Ski is gone in 2006. In its place is a lighter steering, more predictable handling ski called the Pilar 3™. This new design still uses two carbides and an offset tunnel profile but the main carbide is now mounted in the middle of the ski and is set deeper than the outer edge carbide (there's a left and right ski with this design).

Essentially when riding on hard packed trails, the ski uses the center carbide (mostly) and then, as the sled settles into the snow, the tunnel effect and the outer carbide come into play. A lighter feel at the bars is immediately noticeable in comparison to the Precision Ski's heavier, more planted feel. The Pilar is also lighter as a result of its saddleless design.

### Clean 2-strokes

In case you hadn't noticed, there's no more ZX sleds in the stable and except for the SUV workhorse line, the V-1000 4-stroke is gone. In 2006, Ski-Doo is focused on clean, lightweight, 2-stroke power. The SDI 600 is back. It's no wonder this mill is among our favorite powerplants. The engine has proven to be bulletproof, quiet, smokeless and fuel efficient. The SDI 1000 will be more popular in 2006 as a result of three models carrying this 170-plus HP monster engine. It, too, has proven itself worthy as a both a hardcore performance mill and a doable trail cruiser. The 500SS (factory 2WD) and the carbred 600 HO are the only liquid cooled engines Ski-Doo offers for 2006 EPA certified



If this isn't one of the coolest rides in 2006, we'd eat our carbides! Ski-Doo "X'd" the MX-Z 550 with cool shocks (not clickers or piggybacks); a race-style bar riser, seat, handlebar hooks, windscreens and Xgraphics, creating what is sure to be 2006's most sought after boy racer. Warning: Do not let your kids see this sled.

Last year's EPA shocker the Power Tek 800, is again 2006 EPA certified using a sophisticated MPEM engine controller, knock sensor, throttle position sensor and - get this - carb!

### Lighter Vertical Versions

Ski-Doo is on a mission this year to shed weight from the Summit line-up, even though REV Summits have not been particularly heavy. In any case, the rear deck trim is gone on most Summits while track clips have been eliminated in an effort to shed up to 30 pounds, depending on the track lug and length. The loss of the moveable windshield on

in-season models saves more weight. A new low 1-2 X is also X-215 (up from SDI Summit) and as does the SDI Power Tek, now the SDI SS and the SDI SS and 700 Euro to power a plethora of Summit variations using different weight and depth tracks.

### Impressions

Jumping on a 2006 Adrenaline 600 HO and carving a twisty trail with the foot handle turned up, we were overwhelmed by how competent the newest REV is in the real world of trail riding. The sled can be backed into turns using the brake or the rider can powerslide past the apex

with nary a hint of oversteer. In fact, the new Pilot Skis create a nice, light neutral feel at the apex and never threaten to throw the sled into a highside.

Ride compliance in the bumpers with SC-1 is remarkable. SC-1 uses larger rear tires and smaller upper carrier wheels creating a lower leverage ratio at the rear arm under acceleration. This reduces the sled's tendency to stand up mid-turn and provides amazing confidence when you get into the throttle on the way out. SDI delivers electric-motor-like throttle response that's both linear and torquey at low RPM. Fuel efficiency is nothing